

The China Mail

Established February, 1845.

CHINA MAIL OFFICE.

OUR JOBBING DEPARTMENT

HAVING been REPLEN-

ISHED with a large as-

sembly of the latest European

and AMERICAN NOVELTIES,

we are prepared to execute

orders for FANCY WORK with

neatness and despatch, and at

very moderate rates.

CHINA MAIL OFFICE.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALBAN, 11 & 12, Clement's

Lane, Lombard Street, E.C. GEORGE

STREET & CO., 30, Cornhill, GORDON

& GORGE, Ludgate Circus, E.C. BATES

HENDY & CO., 37, Webbrook, E.C.

SAMUEL DEACON & CO., 150 & 154

Leadershill Street, W.M. WILLS, 161,

Canary Street, E.C. ROBERT WATSON,

150, Fleet Street.

PARIS AND EUROPE.—AMADEE PRINCE,

36, Rue Lafayette, Paris.

NEW YORK.—J. STEWART HAPPER, THE

CHINESE EVANGELIST OFFICE, 62, West

2nd Street.

SAN FRANCISCO AND AMERICAN PORTS

generally.—DEAN & BLACK, San Fran-

cesco.

AUSTRALIA, TASMANIA, AND NEW

ZEALAND.—GORDON & GORGE, Mel-

bourne and Sydney.

QUEEN.—W. M. SMITH & CO., THE

APOTHECARY CO., Colombo.

SINGAPORE, STRAITS, &c.—KELLY &

WAHL, Ltd., Singapore.

CHINA.—MOSES A. DAUBER, Amoy,

N. MOALE & CO., LIMITED, Foochow,

Hedge & Co., Shanghai, Lantau, Graw-

ford & Co., and KELLY & WAHL,

Yokohama, Lantau, Crawford & Co.,

and KELLY & CO.

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPORA-

TION. Rules may be obtained on ap-

plication.

INTEREST on deposits is allowed at

3½ PER CENT. per annum. Depositors

may transfer at their option balances of

\$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 4 PER CENT. per

annum.

For the Hongkong and Shanghai

Banking Corporation,

T. JACKSON,

Chief Manager.

Hongkong, April 23, 1893. 1515

HONGKONG AND SHANGHAI

BANKING CORPORATION.

Paid-up Capital.....\$10,000,000.

Reserve Fund.....\$ 3,000,000.

Reserve Liability or

Proprietors.....\$10,000,000.

Court of Directors:

H. HOPKINS, Esq.—Chairman.

C. J. HOLLOWAY, Esq.—Deputy Chairman.

Carl Janzon, Esq. A. McConchie, Esq.

Hon. J. J. Keay, Esq. J. S. Moses, Esq.

Julia Kramer, Esq. D. K. Sashoo, Esq.

J. S. Lapak, Esq.

Chief Manager:

Hongkong.—T. JACKSON, Esq.

Manager:

Shanghai.—P. W. GARDNER, Esq.

London Bankers—London and County

Banking Co., Ltd.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2

per cent. per annum on the daily balance.

On Fixed Deposits:

For 3 months 3 per cent. per annum.

" 6 " 4 " "

" 12 " 5 " "

T. JACKSON,

Chief Manager.

Hongkong, May 13, 1893. 880

THE MERCANTILE BANK OF

INDIA, LIMITED.

CHARTERED MERCANTILE BANK

OF INDIA, LONDON & CHINA.

Authorised Capital.....\$1,500,000.

Subscribed.....\$1,125,000.

Bankers:

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at

the Rate of 2½ per Cent. on the Daily

Balance.

On Fixed Deposits 1—

For 12 Months.....5 ½

6 Months.....4 ½

For 3 Months.....3 ½

JOHN THURBURN,

Manager, Hongkong.

Hongkong, February 4, 1893. 228

CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA.

HONGKONG BRANCH.

INTEREST ALLOWED.

5% on Fixed Deposits for 12 months.

4 " " 6 " "

3 " " 3 " "

2 " " Current Account daily balances.

T. H. WHITEHEAD,

Manager.

Hongkong, May 15, 1893. 890

THE NATIONAL BANK OF CHINA,

LIMITED.

Authorised Capital.....\$1,000,000.

Subscribed Capital.....\$ 600,000.

Head Office—HONGKONG.

Directors:

D. GILLIES, Esq. CHOW TUNG SHIANG,

CHAN KEE SHAN, Esq.

H. STOUGHTON, Esq. W. W. WITTON, Esq.

KWAN HOI CHUEN, Esq.

Chief Manager:

GEO. W. V. PHANTAI.

Bunkers:

LONDON, YOKOHAMA, SHANGHAI, AMY,

AND FOCHOW.

Bunkers:

THE COMMERCIAL BANK OF SCOTLAND,

PAT'S BANKING CO., AND THE ALLIANCE

BANK (LTD.).

Interest for 12 months Fixed 5 %

do 6 do do do 4 ½

do 3 do do 3 "

Current Accounts 2 %

Hongkong, April 27, 1893. 201

三月十五日一千九百零八年

HONGKONG, TUESDAY, MAY 23, 1893.

四月八日

THE HONGKONG CHINESE MAIL

報字號華郵

(Haukong Wo Tsai Po)

ISSUED DAILY.

CHUN UN MAN,

Manager and Publisher.

SUBSCRIPTION:

Five Dollars a year, delivered in Hong-

king. — Sixpence per annum, including postage.

PRICE, \$2 PER MONTH.

Shipping.

Steamers.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

The Co.'s Steamship

Chelydra.

Captain R. UASH, will be

despatched as above on

THURSDAY, the 25th Instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHEWS & CO.,

General Managers.

Hongkong, May 19, 1893. 917

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at rough rates

for NINGPO, CHEFOU, NEW-

CHWANG, TIENSIN, HANKOW

and Ports on the YANGTZE.)

The Co.'s Steamship

Diamond.

Capt. DUGGAN, will be

despatched as above on

THURSDAY, the 25th Instant.

Intimations.

THOMAS'S GRILL ROOM.

The Undersigned has always thought that such a place as this—First-class in every detail—was the one thing needed to fit in between HOTELS, LIRE and the PRIVATE BOARDING-HOUSE. VISITORS may have their Choice of Grilled CHOPS or STEAKS at any hour of the Day or Evening, up to 11 o'clock, or later if notified. I am also prepared to SUPPLY MEALS to PRIVATE PARTIES per Menu or Order, they sending Dishes, &c., for same and Cash.

For monthly Board, \$35 for 1 person.

AMERICAN FROZEN OYSTERS always on hand and served in every Style.

Breakfast... \$0.50

Tiffin... 0.75

Dinner... 1.00

Special TIFFINS and DINNERS can be arranged for at Short Notice.

W. THOMAS,
Proprietor.

Hongkong, May 1, 1893. 812

Mails.



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship ORIENTAL, Captain L. H. Morris, carrying Her Majesty's Mails, will be despatched from this for LONDON, via BOMBAY, on THURSDAY, the 25th May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay without transhipment.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, May 11, 1893. 868

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1893.
(SUBJECT TO ALTERATION).

Megul... Saturday, May 27.
Victoria... Saturday, June 17.
Tacoma... Tuesday, July 18.
Mogul... Tuesday, August 8.
Victoria... Tuesday, August 29.
Tacoma... Thursday, Sept. 28.

THE Steamship MOGUL, Captain T. GOLDING, sailing at Noon, on SATURDAY, the 27th May, will proceed to VICTORIA, B.C., and TACOMA, via INLAND SEA, KOBE and YOKOHAMA. Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

General Invoice of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The General Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passages or Freight, apply to

DODWELL, CARLILL & CO.,
Agents.

Hongkong, May 6, 1893. 844

NORDDEUTSCHE LLOYD:

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, HIAK
SEA & BALTIK PORTS;
ALSO,

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 29th day of May, 1893, at 3 p.m., the Company's S.S. PREUSSEN, Captain HOGEMA, with MAILED, PASSENGERS, SPEECH, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Speech and Parcels until 3 p.m. on the 28th May, 1893. (Parcels are to be sent on board the steamer to be left at the steamer's port). Commiss of Passengers are required. No Parcel Receipt will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Surgeon. For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, May 6, 1893. 867

To-day's Advertisements.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

A BREATH OF FRESH AIR.

SHORT TRIPS TO JAPAN.

14 DAYS AT SEA.

DURING THE SUMMER SHORT TRIPS TO KOBE AND RETURN can be made as follows:

Leave Hongkong, Arrive Return, Leave Arrive
Japan 24 May, 21 May, 18 China 31 May, 7 June.
25 May, 22 June, 29 June.
26 May, 23 June, 30 June.
27 May, 24 June, 1 July.
28 May, 25 June, 2 July.
29 May, 26 June, 3 July.
30 May, 27 June, 4 July.
31 May, 28 June, 5 July.

Steamers are timed to reach Kobe 6 P.M., connecting Steamers leaving about 3 hours later.

SINGLE FARE... \$50.00

RETURN TICKETS... \$75.00

E. HOLLOWAY,
General Agent.

Hongkong, May 18, 1893. 913

Mails.

THE STEAMSHIP "ORIENTAL", Captain N. J. EDE, Secretary.

Hongkong, May 23, 1893. 926

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

DURING the Temporary Absence of the Under-signed, Mr. A. J. EASTON, will act as SECRETARY of the Society.

By Order of the Board,

N. J. EDE,

Secretary.

Hongkong, May 23, 1893. 931

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING will be held in the GYMNASIUM of the Club, on THURSDAY, 25th Inst., at 5.30 p.m.

E. D. SANDERS,
Hon. Secretary.

Hongkong, May 23, 1893. 936

PUBLIC AUCTION OF CHINESE PORCELAIN AND CURIOS, PEKING EMBROIDERIES, ETC.

The Under-signed has received instructions to Sell by Public Auction, on

SATURDAY,

the 27th May, 1893, commencing at 2.30 p.m. at his Sales Rooms, Duddell Street, (just received from the North),

A QUANTITY OF CHINESE PORCELAIN AND CURIOS,

comprising—

VARIES JARS, PLATES, Dishes in Fine COLOURS, BLUE and WHITE, IMPERIAL YELLOW, BLACK, SANG DE BOU, ETC., ETC., PEKING SNUFF-BOTTLES, CLOISONNE, CARVINGS, PERFORATED SILK EMBROIDERIES, ETC.

And

OTHER CURIOS.

Catalogues issued prior to Sale. On view on Friday, the 26th May.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, May 23, 1893. 927

PUBLIC AUCTION OF VALUABLE HOUSEHOLD FURNITURE,

THE Under-signed has received instructions to Sell by Public Auction, on

MONDAY,

the 29th May, 1893, commencing at 2.30 p.m., at BAWVER, KOWLOON, the Residence of J. McCALLUM, Esq.—

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

comprising—

HALL FURNITURE, DRAWING ROOM SUITS in OLD GOLD SILK, TEA AND PLUSH, BED-UP AND OUCASUAL TABLES, COTTAGE PIANO BY COLLARD and COLLARD, POLISHED OAK, in splendid condition, MUSIC STAND, HOMESPUN OVERMANTLE CHIMON, OIL-PAINTINGS, PHOTOS, LAUNCE CURTAINS, BEVELED CARPETS, RUGS, ETC.

EXTENSION DINING TABLE, SIDE-BOARD and CHINA CABINET, SINGING and DOUBLE WALL-OVEN; with TIN, DECORATIVE MARBLE, TIN, WASHSTANDS and SINK, MIRROR-TOP DINING TABLES with BEVELED GLASS, SILK BROcade COVERED BED-Room SUITE, COUCH with TIN LINED BOX.

HABITANT, British ship, Captain W. R. HANNAH, will be despatched as above on

SUNDAY, the 28th May.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, May 23, 1893. 934

NOT Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

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For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, May 23, 1893. 933

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For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, May 23, 1893

The O. & C. Co.'s S. S. *Belgic*, with mails, from San Francisco to the 4th inst., and Honolulu the 11th, has arrived at Yokohama, and will leave for this port on the morning of the 25th instant.

Mr. Lenz, the 'World' Cyclist arrived safely at Yunnan Fu, the capital of Yunnan, on the 17th inst., and started next day for Tali Fu, 1,300 li from Yunnan Fu, on his way to Burma via Bhamo or Taiping.

That handy friend of impudent individuals who carries on his business under the sign of 'the three balls' could doubtless relate many a curious story of his customers' and the articles received by him in pledge. But whatever might be the experience of the European pawnbroker it is questionable if he was ever requested to 'advance money upon a corpse, not even in the days of the Resurrectionists when that Mark Twain would call 'healthy corpse' was a valuable marketable commodity. It has been left to the ingenuous, resourceful Chinaman to recognize the value of the corpse as a pledgeable article. The other day a newly-arrived steamer in Victoria Harbour was hailed in the usual way by the Police-launch, and asked if there was anything to report. Information was given that there was a dead body on board. The Police launch went off for a junk or sampan to take the body ashore, but upon returning was informed that the body had been taken away by some Chinese. Subsequent inquiries revealed the fact that the body was pawned at Kowloon for \$30. The matter is likely to be inquired into by the authorities.

The Japan Mailmen that Captain Ingles, R.N., has decided to resign his position of Naval Adviser to the Japanese Government, as in order to complete his qualification for Admiral in the British Navy, he must return to active service.

The N.C. Daily News of the 20th inst. says:—A steamer was received yesterday stating that the *Whampoa* failed to float on Thursday. The main-hold platform was finished by the Thursday night tide, and the fore-hold platform was expected to be finished by to-night's tide. The *Whampoa* was at the wreck awaiting orders, and the telegram added that Captain Charlton believed the *Whampoa* would float to-morrow.

A native paper mentions (says the N.C. Daily News) that H.I.M. the Emperor of China paid his usual every five days' visit at Ohio Park on the 10th inst. to enquire after the health of his Imperial Aunt, the Empress Dowager, and on the next day the Empress with her Court composed of the Imperial concubines and maid-in-waiting, also visited the *Whampoa* to witness the procession of the 360 trades of the capital, staying overnight to see the torchlight display by the same people, who had come to the Imperial Park on the special invitation of the Empress Dowager.

Newsworthy advices received at Shanghai state that owing to the fall in silver, trade in southern commodities in that port has been quite at a stand-still for the past two months. *Argus* of this a representative of the N.C. Daily News interviewed some of the largest Newchwang houses in Shanghai and was informed that owing to the state of the money market in their port they had been compelled to recall goods which they had bought in that port, in order to save themselves from utter loss, preferring to lose a little rather than suffer a dead loss in Newchwang.

On the 18th inst. at Shanghai before the British Ambassador, Mr. G. M. H. Playfair, and the Chinese Court Magistrate, Li Tsai, Mr. Butterfield & Swire, and Messrs. D. Sasecon Sons & Co., a native Chinese merchant named Chow Yung-pi of the Tung Mow Hong for failing to take out from the girders of the first firm seven boxes of Indian cotton yarn, and from the second firm 75 boxes, at the rate of Tls. 61,500 per bale, the original contract price. The defendant pleaded inability to get buyers at that price as the market rates had gone down since he ordered the yarn. The court ordered the defendant to take delivery within one week.

The Russian cruiser *Vitse* appears to be ready ashore some eight miles from Shanghai, (says the Shanghai morning paper of the 20th inst.), and it is believed she went to the engineering and wrecking firm of *Weldwood* in Shanghai, asking for tenders for refitting her. As both Nagasaki and *Weldwood* are nearer than Shanghai, and are well provided with the necessary appliances, it is inferred that she is in a precarious position. The *Vitse* is a steel cruiser sheathed with tank, with a steel protective sheath. She is 150 tons displacement, 265 feet in length and 40 in breadth, a 500-horse-power indicated, built at Cronstadt, at a cost of £125,000 in 1884.

At the Council convened to discuss the Geary Act, at the Taungli Yuenfu the other day, (says our Shanghai morning paper) and before the new Minister to the United States, H.E. Yang Ju started for the south, Prince Ch'ing and two other members of the Yuenfu proposed that the Minister at Washington should be recalled in the event of the United States Government enforcing the Act. Indeed the statement had been made, owing to the long stay of H.E. Yang Ju, that the model that at one time it was intended to be sent to go until something had been done to reform the notorious clause of the Act, while the instructions to H.E. Yang Ju that he should return to China on the expiration of his term without waiting for his successor.

H. E. Hu Yuen-wei, or, as he should properly be called by his official name Hu Yuen-wei, the Provincial Judge of Kuangsi, has written to the Taungli Judge of Kuangsi (says the N.C. Daily News) deprecating his selection as the successor to H.E. Hsueh Pu-fang, Chinese Minister to England and France, whose term of office expires this year. The Provincial Judge states that the post of a Minister to foreign countries is not a post of tried diplomatic talents, who has a knowledge of international affairs, in all of which respects he is deficient. But as far as it is to the wish of H.E. Li Hung-chang, who has recommended him to the Throne, that he should be the successor to Hsueh Pu-fang, the Minister of the Taungli Yuenfu telegraphed the other day that Kuangsi overruled his objections and telling him to be prepared to go up to Peking the moment he is called upon to do so by Imperial Decree.

The Singapore Free Press of the 16th inst. says:—On Saturday morning as a party of the Asiatic Artillery were being put through gun drill at Fort Connaught, one of the men of a 7-inch gun detachment was severely injured. It appears that while the gun was being 'run up' into the firing position that is to say when the gun-carriage is raised to bring the gun barrel along one of the slides of the carriage, the gun barrel had his right arm crushed between the front of the carriage and the left hub stop. Both bone of the forearm were smashed just below the elbow, causing a severe compound fracture with considerable loss of blood. It would appear almost certain from the character of the injury that the unfortunate man may lose his arm, if more serious results do not occur.

PUNJOM AND SUNGHEI DUA SAMANTAN MINING CO., LIMITED (IN LIQUIDATION)

A meeting of the shareholders in this Company was held at the office of the Company, Connaught House, this afternoon. Mr. J. Orange (Chairman) presided, and there were present: Messrs. D. Gillies, J. S. Lapatie, G. Fenwick (Directors), A. B. Johnson (Solicitor to the Company), J. B. Cox, G. Murray Bain, R. C. Wilcox, R. F. Rapp, F. F. Daven, Capt. T. G. R. F. Smith, R. W. Taylor, G. G. Jones, W. G. Martin, M. B. Pollock, S. B. Bhattacharjee, H. R. Cotewallah, A. R. A. Abesher, H. R. Cotewallah, H. S. Hocke, Gao, Holman, Juddah, J. Meier, and A. O'D. Gourdin (Liquidator).

The Chairman read the notice calling the meeting, and called upon Mr. Gourdin to read the report embodying the accounts.

Mr. Smith—Am I right in understanding that you are putting this forward on the advice of the solicitor of your Company?

CORRESPONDENCE.

THE GEARY ACT.

A PROTEST BY THE 'SYNDIC OF CHINA' TO THE EDITOR OF 'THE CHINA MAIL'

Shanghai, May 20th, 1893.

DEAR SIR.—The Syndic of China, now in session in Shanghai, and connected ecclesiastically with the Presbyterian Church in the United States, has just adopted the exceptionally harsh legislation of the United States Government against the Chinese in that country. I send it to you for publication if you think best.

Yours truly,

EMILY V. NOYES.

The Syndic of China, representing immediately five Presbyteries, with nearly six thousand Christians, scattered from Fingal to Canton, and indirectly the whole Christian Church in China, desire to record its dissatisfaction with the recent Acts of Congress in regard to the Chinese in America.

If the American people desired to restrict Chinese immigration, I believe they could easily effect their purpose by diplomatic negotiations, and mutual conciliation, without disturbing or endangering the harmonious relations which, for many years existed, and should ever exist between the United States and China.

Now, as the result of this unhappy legislation, we have grave reasons to fear not only that the Chinese in America may be embittered against the religion of the land, but that American Missionaries may be greatly embarrassed in the propagation of their faith in China, especially as many here are already prejudiced against Christianity and Western civilization.

The Chairman—This, gentlemen, concludes the business of the meeting.

Mr. Smith—Perhaps it is a little out of form, but I am quite sure the shareholders would be willing to have information of what has taken place lately—if the Company is prospering, and if there is any reason for us to think we can look forward to good times.

The Chairman—I am sorry we cannot give any information. This meeting is merely held for receiving the liquidator's accounts. I do not wish anything said about the prospects in public until we are satisfied that the liquidator has done his duty.

Mr. Smith—That's all right.

OPENING OF THE NEW WESLEYAN METHODIST CHURCH.

The new church built to accommodate the Wesleyan of H. M. Army and Navy, stationed at Hongkong, was opened for public worship on Wednesday last. In consequence of the steady downpour of rain, there was no military parade on that day, but some fifty Wesleyan soldiers were present in the congregation at the morning service. The Rev. C. Bone, Acting Chairman of the Canton District, occupied the pulpit and preached an admirable sermon from Acts XVI—14 on the need of conversion as the basis of spiritual life and Christian work.

The evening sermon was preached by the Rev. Wm. Musson (the newly-appointed Chaplain to the Wesleyan of H. M. Army and Navy, Hongkong) who takes charge of the church.

Mr. R. F. Smith—Is there any particular reason why this meeting was not notified till this forenoon? I received notice only an hour ago.

The Chairman—This meeting has been advertised for more than a month, and was advertised according to law in the *Hongkong Gazette* and *China Daily Press*.

Mr. R. F. Smith—Did you notice this forenoon, I know nothing about the report whatever.

The Chairman—This meeting has been advertised for more than a month, and was advertised according to law in the *Hongkong Gazette* and *China Daily Press*.

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Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
China (via Nagasaki),
Kobe, Inland Sea, TUESDAY, MAY 30.
Yokohama, and Honolulu, PERU (via Nagasaki),
Inland Sea, Kobe, SATURDAY, JUNE 17.
Yokohama, and Honolulu, (via Rio de Janeiro),
Kobe, Inland Sea, THURSDAY, JULY 6.
Yokohama and Honolulu.

THE U. S. Mail Steamship *CHINA* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th May, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, and NORTH PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular fare.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Flight will be received on board until 4 p.m. the previous day sailing. Parcels will be received at the office until 5 p.m., and all Parcels Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.
Hongkong, May 18, 1893.

913

Occidental & Oriental Steam-
ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Bog (via Nagasaki),
Kobe, Yokohama, and Honolulu, THURSDAY, JUNE 8.
Ozawa (via Nagasaki),
Kobe, Yokohama, and Honolulu, TUESDAY, JUNE 27.
Goto (via Nagasaki),
Kobe, Inland Sea, Yokohama, and Honolulu, TUESDAY, JULY 18.

THE Steamship *BELGIC* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 8th June, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, embarking at San Francisco for China or Japan (or vice versa) within 12 months, will be allowed a discount of 10 per cent. This discount does not apply to through fares from China to Japan or Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

913

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOT POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 31st May, 1893, at noon, the Company's S.S. *MELBOURNE*, Commandant Schmitz, with MAILED PASSENGERS, SPECIAL, and CARGO, will leave this port for the above places.

Cargo and Specie will be registered for London as well as for Marsiglia, and accepted in transit through Marsiglia for the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, and NORTH PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular fare.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

913

Intimations.

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a bituminous Coal of dark reddish colour. For Steam purposes, it has been pronounced to be the best and the most economical of all the Japanese Coals.

Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this Coal.

Attention is called to the following ADVANTAGES to Shipowners and Captains, who Coal their Bunkers direct from the Undersigned:

1. Uniformity of the Coal.

2. Freedom from impurities.

3. Supply in any quantity on short notice.

4. Quick despatch.

5. Beat of weight, etc., etc.

6. MITSUI BUSSAN KAISHA,

Sale Agents.

Hongkong, October 1, 1892.

Intimations.

ALDBECK, MACGREGOR & CO.,
Wine and Spirit Merchants,

13, QUEEN'S ROAD
Hongkong, August 18, 1893.

1612

YUNG CHUNG & CO. (興順海上),

from SHANGHAI, are prepared to undertake

CONTRACTS IN WORKS FOR PAINTING,

POLISHING, DECORATING and all descriptions of ORNAMENTAL WORK in

Houses, also for making CABINETS and

FRENCH POLISHING FURNITURE and

Superior First-class Workmanship in

Al. Orders will be promptly, faithfully and

satisfactorily executed. Best Materials and

Supplies will be procured and the kind patronage of the Public will be solicited.

CHARGES MODERATE.

No. 16, WELLINGTON STREET.

Hongkong, February 1, 1893.

195

WASHING BOOKS. (In English and Chinese.)

WASHERMAN'S BOOKS, for the use of

Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

Hongkong, October 1, 1892.

1714

THE CANADIAN PACIFIC RAILWAY COMPANY'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Two-SCREW STEAMERS—10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN, 6,000 TONS.—WEDNESDAY, 24th May.

EMPEROR OF CHINA, 6,000 do.—WEDNESDAY, 14th June.

—

THE STEAMERS of this Line pass through the famous INLAND SEA OF JAPAN, and call at VICTORIA, B.C., to land and embark passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers booked to all the principal points in Canada and United States, and also through Great Britain and the Continent of Europe at current rates, with passengers' choice of Atlantic Line.

RETURN TICKETS.—Time limit for prepaid return ticket is reckoned from date of re-embarking at Vancouver.

Special Rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, and to European officials in service of China and Japan.

The Canadian Pacific Railway is the only Trans-continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on the Route are owned by the Company and their appointments and cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

E. HOLLOWAY, General Agent.

Hongkong, February 20, 1893.

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SHARE LIST.—QUOTATIONS.—MAY 28, 1893.

Stocks.	No. of Shares	Value.	Paid-up.	Closing Quotations, Cash.
HONGKONG AND SHANGHAI BANK CORP.	80,000	\$ 125	all	108 1/2 prem., sellers
—				
BANK OF CHINA, Japan and Straits	99,875	£ 10 1/2	1 1/2 S. prem.	
Id.	1,250	£ 10 1/2	1 1/2 nom.	
NATIONAL BANK OF CHINA, Limited	12	£ 10 2 1/4	2 1/4 dis., sellers	
—				
CANTON INSURANCE CO., Ltd.	10,000	£ 250	50 S. 112, sellers	
CHINA TRADERS' INSURANCE CO., Ltd.	34,000	£ 83 33	25 S. 82, sellers	
North-China Insurance Co., Ltd.	5,000	£ 200	50 Tls. 110, buyers	
STRATA INSURANCE CO., Ltd.	30,000	£ 10	20 1/2 S. 113, sellers	
UNION INSURANCE SOCIETY CO., Ltd.	10,000	£ 250	20 1/2 S. 82, buyers	
KANTO INSURANCE ASSOCIATION, Ltd.	8,000	£ 100	all 3/2, buyers	
—				
FIRE INSURANCE,				
CHINA FIRE INSURANCE CO., Ltd.	10,000	£ 80	20 1/2 S. 82, sales	
HONGKONG FIRE INSURANCE CO., Ltd.	8,000	£ 250	50 S. 220, nom.	
STRATA FIRE INSURANCE CO., Ltd.	20,000	£ 100	20 1/2 S. 161, nom.	
DOCS.				
HONGKONG & WHAMPONG DOCK CO., Ltd.	12,500	£ 125	all	73 1/2 prem.
—				
OBINA AND MANILA S. & Co., Ltd.	5,000	£ 50	all 1/2, sellers	
DUNGLASS SHIPBUILDING CO., Limited	20,000	£ 50	all 3/2, sellers	
H.K. & M. STEAMSHIP CO., Ltd.	20,000	£ 50	all 1/2, sellers	
INDIA CHINA S. & CO., Limited	60,000	£ 10	all 4 1/2 dis., in study	
CHINA MARINE S. & CO., Ltd.	20,000	£ 10		